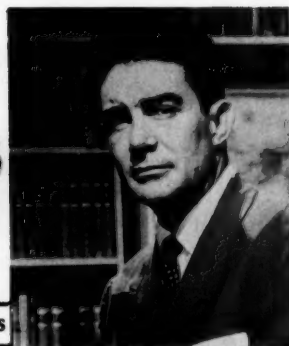


THE *Dan Smoot Report*



DAN SMOOT

Vol. 4, No. 41

Monday, October 13, 1958

Dallas, Texas

The UN Emblem — Again

SYNOPSIS

Each year, October 24, is set aside as a day for Americans to pay homage to the United Nations.

Many Americans welcome this annual festival. Others think the United Nations should be expelled from the United States.

The UN record shows that Soviet communism has enslaved 800 million people since the UN was formed to save the world and that the UN has done nothing about it. America's national policy has been so hamstrung by the UN that our great nation has become the tool and whipping boy of all other nations on earth; and our citizens have been crushed with taxes to finance the militaristic and socialistic schemes of foreign rulers.

Most pro-UN arguments repeat lofty generalities about what the UN says it is supposed to be. Some of the accomplishments which the United Nations boasts about are actually its most disastrous follies.

Nonetheless, the pro-UN forces have an advantage in the annual debate over whether Americans should revere the UN — because they have government, and money, and organization on their side.

A current public-opinion hassle involves the effort of pro-UN forces to have business firms display the UN Emblem as a symbol of peace. Anti-UN Americans exerted enough pressure to get United Air Lines to withdraw from this program; but pro-UN forces are exerting intense counter-pressures and reporting growing success. With some newspapers taking up the fight against the UN emblem scheme, pressures mount on both sides.

That is a synopsis of this *Report*. The full *Report* follows:

The Day

October 24 is United Nations Day — a day set aside for Americans to pay homage and tribute to the United Nations as the world's last best hope for peace on earth.

THE DAN SMOOT REPORT, a magazine edited and published weekly by Dan Smoot, mailing address: P. O. Box 9611, Lakewood Station, Dallas 14, Texas, Telephone TAYlor 4-8683 (Office Address 6441 Gaston Avenue). Subscription rates: \$10.00 a year, \$6.00 for 6 months, \$3.00 for 3 months, \$18.00 for two years. For first class mail \$12.00 a year; by airmail (including APO and FPO) \$14.00 a year. Reprints of specific issues: 1 copy for 25¢; 6 for \$1.00; 50 for \$5.50; 100 for \$10.00—each price for bulk mailing to one person.

There is a substantial number of Americans who think that is what the United Nations is, and they welcome this annual festival of worship. There is also a substantial number of Americans who think the United Nations should be expelled from the United States and that the United States should withdraw from membership in the United Nations.

All of the arguments of the latter group (which I have ever seen or heard) are based on an extensive study of the UN record.

The study clearly shows that Soviet communism has enslaved approximately 800 million people since the UN was formed to save the world and that the UN has done nothing about this aggressive imperialism of communists. Since the United Nations was formed, America's own national policy has been so hamstrung and vitiated that our great nation has become the tool and whipping boy of all other nations on earth; and our citizens have been crushed with taxes to finance the militaristic and socialistic schemes of foreign rulers — and of our own one-worlders.

All of the pro-UN arguments, which I have seen or heard, repeat lofty generalities about what the UN says it is supposed to be. These generalities are buttressed by a few specifics on UN's accomplishments:

(1) The UN stopped a war in Palestine. This refers to a UN cease-fire back in 1948. The wars and bloodshed which have occurred since 1948 as a result of UN meddling in the Middle East are not listed as accomplishments.

(2) The UN forced Russia to evacuate a northern province of Iran in 1946 — although it was American and British pressure coupled with a Soviet desire for strategic withdrawal that accomplished that feat.

(3) The UN stopped communist aggression in Korea. The facts that the United States and South Korea (not a UN member) did the fighting while severely handicapped by UN treachery and cowardice, and that the war ended on communist terms after having built

communist China into a menacing military power and after having discredited the United States in the eyes of all Asians — are not mentioned as UN accomplishments.

(4) The UN has wiped out disease and poverty in large areas of the earth. It is not mentioned as an accomplishment that UN activity in these fields has been financed largely by American tax money and that disease and poverty still abound in areas where the UN has wiped them out.

In view of the record, it seems that the anti-UN Americans should win hands-down in the annual debate over whether the UN should be revered and supported. But they don't. The pro-UN forces have a distinct edge, because they have power and money and organization on their side. The great propaganda forces of the United States government are on the UN side; and the government gives tax-exemption to private and semi-private organizations set up to promote the UN.

The anti-UN effort is largely the unorganized activity of thousands of individual Americans; but, since it has fact and truth on its side, it is sometimes effective, despite the crushing, organized power against it.

In the late summer of 1958, anti-UN Americans rejoiced over one victory which they considered significant: putting a crimp in a massive campaign (directed by the United States Committee for the United Nations) to get the UN emblem displayed on all commercial aircraft and other vehicles and getting the emblem displayed in a thousand other ways by business firms, individuals, and organized groups.

The story (see the *Dan Smoot Report*, July 14, 1958 and August 4, 1958) is, briefly, this:

Captain Charles C. Dent, a pilot for United Air Lines, conceived the idea of getting all airlines in the world to display the UN emblem on their planes. He got quick and lavish support. His scheme was endorsed by the Inter-

national Federation of Air Line Pilots Associations, The Air Line Pilots Association of the United States, The International Air Transport Association of America. The United States Committee for the United Nations organized a special division and extended Captain Dent's program to include all commercial firms, not just airlines.

United Air Lines was the only major scheduled airline to adopt the program. United was, therefore, the first to put the emblem on its planes. The *United Nations Review* reported this accomplishment in its June, 1958, issue.

When the word got out, public response was quick and determined: a surprisingly large number of Americans wrote to United Air Lines saying they would not patronize United as long as the UN emblem remained on its planes. Before the end of July, 1958, United had taken the emblem off its planes.

The American press paid no attention to this affair until after United had taken the emblem from its planes. Since that time, (as shown by some of the articles below) the UN emblem hassle has become a very interesting story.

* * * * *

Progress

On August 22, 1958, Hal Boyle, in an Associated Press column, said the campaign to get the UN emblem placed on all commercial aircraft, and used universally by other organizations — private, commercial, professional, religious, civic, and so on — was gaining momentum:

"(The) program was unanimously indorsed by pilot unions of 32 free nations at a meeting in Bogota, Colombia. Twenty-three independent U. S. airlines voted last week to carry the emblem on their planes, and Dent (Captain Charles Dent, United Air Lines Pilot who originated this UN promotion scheme) hopes the scheduled airlines will quickly follow suit — and steamship companies, too.

"He also hopes major business firms will spread awareness of the United Nations by painting the emblem on their products. A church and a law firm

already have put the emblem on their stationery, and one doctor has printed it on his prescription blanks."

Notice that this was published more than a month after public protest had caused United Air Lines to withdraw from the UN emblem program.

* * * * *

More Progress

In its Information Bulletin for August, 1958, the United States Committee for the United Nations said:

"Further participation of the nation's airlines in our Industry Program got under way in a brief ceremony at La-Guardia Airport on Wednesday, August 13. The United Nations emblem with the initials 'UN' above and 'WE BELIEVE' below was affixed to a Universal Airline plane by Mr. George Patterson, President of the Airlines. Leaflets explaining the program were provided for each seatpocket.

"Among those attending were Major General John P. Doyle, Executive Director of the Independent Air Lines Association; Mr. Gardner Cowles, President of Cowles Magazines, Inc., representing the U. S. Committee; and Lt. General William Hall, Commanding General, Continental Air Command and U. S. representative on the United Nations military commission.

"The ceremony was held to inaugurate the participation in the program of the twenty-three member airlines of the Independent Air Lines Association, all of which had previously voted to take part. Universal Airlines is one of this group.

"General Doyle pointed out that the 'the policy of the United States Government is to strengthen the United Nations. We are supporting our nation's policy. Our member carriers welcome this chance to use their proven wartime energy and genius in the pursuit of peace'."

* * * * *

Still More

On September 24, 1958, an Associated Press dispatch with a New York dateline said:

"The 23 aircraft of Allegheny Airlines will soon bear the emblem of the United Nations. The air line announced Tuesday it was ready to begin attaching

the emblem to its planes as part of a program devised last May to rally support for the U. N.

"A United Air Lines pilot, Captain Charles Dent fathered the idea of displaying the U. N. insignia ... on all American and foreign commercial aircraft.

"The emblem was affixed to half a dozen United planes, but the air lines president, W. A. Patterson, announced Monday it had been removed in response to protests from various unidentified individuals and organized groups."

* * * * *

Uses Without Limit

In September, 1958, the Industry Participation Division of the United States Committee for the United Nations, sent out a "Progress To Date Report," which said:

"Twenty-seven airlines have decided to support the program through placing the emblem beside the passenger entry door of their planes and a leaflet explaining the program in each seat-pocket. Fifteen other domestic and international carriers have expressed a positive interest in participating. An insurance company is participating with its executive planes. Business firms and professional men are placing the emblem on their letterheads. A jewelry manufacturer is planning to place it as a 'drop-in' on sixty pages of national ads. 10,000 retail stores across the country will feature the program in February. A chain of theatres will frame the emblem and hang it in their box offices and lobbies. Another firm is preparing to use it in its Pitney-Bowes postage meter.

"The list of uses of the emblem is without limit. The Committee appreciates suggestions. Glossy prints for making imprints will be sent on request. Copies suitable for framing are also available in three sizes — 8 x 10 inches, 12 x 14 inches and 16 x 18 inches.

"Just as the Army-Navy 'E' flag in World War II identified a company with the war effort, so it is hoped that this emblem will identify firms and groups with active support for the principles and purposes of the United Nations."

* * * * *

Economic Reprisals

On September 17, 1958, Mr. Norman Cousins, one of the deans of anti-anti-com-

munist liberalism in America, wrote a letter to W. A. Patterson, President of United Air Lines. Mr. Cousins returned his United Air Lines million-miler card, as a thing he could no longer tolerate in his presence; and he said to Mr. Patterson:

"You have made it clear that your policy concerning the United Nations is being guided by public protest."

In an editorial for *The Saturday Review of Literature*, Norman Cousins tartly accused United Air Lines of being "bullied out of its convictions by a few sharp voices."

A pilot friend of Captain Charles C. Dent tells me that the Captain has expressed bitterness because Americans opposed to the UN Emblem program "resorted to economic reprisals to force their opinions on others." Captain Dent has not, to my knowledge, criticized Norman Cousins for resorting to economic reprisals.

* * * * *

Exit the Smashed-Fried-Egg

On September 24, 1958, an editorial in the *New York Daily News* said:

"Last May, United Airlines began decorating its plane entrances with the United Nations' smashed-fried-egg emblem and the words 'We Believe.' This, at the urging of some UN fans among United's employees.

"It was a goofy notion, and it could have led to United's being pressured into plastering its planes with the emblems of any number of special groups....

"Various anti-UN organizations have now rescued United from that danger. They have protested so vigorously that the plan has been dropped, with a handsome apology from the company.

"We're glad to see United Airlines learn, as others have learned before it, that Americans are nowhere near 100% sold on the UN."

* * * * *

Symbol of Cowardice and Futility

On September 24, 1958, an editorial in the

Manchester (New Hampshire) Union Leader said:

"The disgraceful campaign to supplant the United States flag with the United Nations emblem as the symbol to which Americans are to lend their respect continues unabated. No sooner had United Airlines courageously admitted its mistake and announced its intention of removing all UN insignia from its planes than Representative Richard E. Lankford of Maryland was boasting that the United States Committee for the United Nations has now convinced the 23 member airlines of the Independent Airlines Association to advertise the UN symbol... just beside the passenger entrance of every plane of the associations entire fleet of 100 aircraft....

"The United Nations, far from being the symbol of peace, has become the symbol of cowardice and futility. The UN record in Hungary, the Korean War, the Middle East, and in the Far East speaks for itself....

"We simply are at a loss to understand why any American organization, particularly one that is so sensitive to public opinion as the air transport industry, should seek to honor an organization which is without honor.

"We sincerely hope our readers will convey their opinions on this issue today to: Major General John P. Doyle USAF (retired), executive director of the Independent Airlines Association, 375 Park Avenue, New York."

* * * * *

Honoring the Dishonorable

An editorial in the September 18, 1958, issue of the Manchester (New Hampshire) Union Leader said:

Visitors to Stanley Park in Westfield, Mass., are in for a rather rude shock. There, in a place of honor — the entrance to the carillon tower — flies the flag of the United Nations.

This newspaper refuses to believe that the Stanley Home Products Company, the very prosperous concern which polices and maintains this beautiful park, is fully aware of the bitter irony of its choice of the UN flag for this place of honor....

The Stanley Home Products Company must judge the UN flag on what it is, not on what it should symbolize....

And, to be realistic, what does the UN flag symbolize? Whom does it represent? It symbolizes treachery, lack of honor, godlessness, materialism, cowardice and futility. It represents, in case the Stanley Home Products Company has forgotten, Soviet Russia, Communist Albania, Communist Bulgaria, Communist Czechoslovakia, Communist Hungary, Communist Poland, Communist Rumania and Communist Yugoslavia. By what distortion of principle can the Stanley company justify honoring a flag which represents systems of government which seek to destroy the system under which that company now prospers?

This newspaper hopes its readers will write to Stanley Home Products Company's President, Miss Catherine O'Brien, expressing their displeasure that this great company has been fooled into honoring that which is without honor.

* * * * *

United Nations, Go

On September 17, 1958, the Oregon Journal (one of the two leading dailies in Portland) published the following lead editorial, under the headline: "Using Flag as Cloak for Hatred":

We recall reading some time ago of a decision by United Airlines to place the emblem of the United Nations by the passenger entrance of its planes.

The idea was suggested by a United pilot, and in view of the part this country played in formation of the U.N., the fact that its birthplace is San Francisco and its present home is in New York, the gesture seemed fitting.

However, it appears there are those who regard the United Nations as a form of subversion and those who support it as somewhat less than 100 percent patriotic Americans.

United Airlines reports use of the emblem was to have been industry-wide and that when other lines failed to go along, United dropped the idea.

Be that as it may, a campaign was directed against United and the magazine National Review heaps warm praise on those who conducted the "successful" campaign — Dan Smoot, John T. Flynn and Clarence Manion.

Manion, it will be recalled, was ousted as chairman of the commission on inter-governmental relations by the Eisenhower administration after a com-

paratively brief stay, went on to become co-chairman of the For America political group and more recently to head up the Manion Forum.

For America was dedicated to fight "super-internationalists" and "interventionism," and a recent issue of the Manion Forum labeled both the Republican and Democratic parties as being "tarred with the same stick—international socialism." Flynn and Smoot are of the same category and Smoot, in particular, was a strong supporter of the late Sen. Joe McCarthy.

It is no crime to oppose the idea of international cooperation. Rather it is the techniques used by these superpatriot groups and the lengths to which they will go that make them undesirable.

One Washington political writer, speaking of Manion, said he is no "hater" but a lot of haters are clinging to his coattails. It is unfortunate that in many of these groups which wrap themselves in the Constitution and the American flag, hate lurks not far beneath the surface.

Too frequently in opposing those who hold differing views they use terms which impute to their opponents participation in some international conspiracy which is directed against the United States. This is the old McCarthy technique of suggesting that knowingly or unknowingly they are aiding Communist Russia.

Businessmen have been able to align themselves with one or the other of the major political parties and survive, but few can withstand a concerted campaign to place the subversive label on them.

The next logical step would be for Manion, Flynn and Smoot to picket U. N. headquarters with signs saying, "United Nations, Go Home," but that would be too direct. They prefer a more subtle approach which frequently poses a threat to a man's reputation or to a company's business.

The Oregon Journal may have a good point in that last paragraph. I have never told the UN to go home, because I thought its home was that tower of babel on the East River in New York. I have been urging it to find a home elsewhere. But, maybe the editor of the Oregon Journal has accidentally put his finger on truth here: the real home of the UN is in Moscow. In that case, I gratefully accept the editor's recommendation. I think it's a fine idea:

UNITED NATIONS, GO HOME.

Good Question

On October 2, 1958, Mr. C. A. Macauley, P. O. Box 603, Detroit, Michigan, wrote to Captain Dent of United Air Lines, sending him a book about the United Nations and asking him to examine the record and the meaning of the UN before pushing ahead with his UN promotion scheme. One paragraph in Mr. Macauley's letter is especially interesting:

"In your vocation as an airline pilot, you are aware of the fact that it was the government subsidies from money secured from the taxpayers of... (America) that has enabled these airlines to operate and carry on their service. Why not the American emblem rather than the United Nation's emblem you promote?"

* * * * *

Good Sense

On September 22, 1958, Mr. W. A. Patterson released a statement explaining why United Air Lines had removed the UN emblem from its planes as a result of complaints from "individuals as well as organized groups." Mr. Patterson said:

"Our company came to the conclusion that we did not desire to enter into any controversy on international policy or philosophy. The insignia was removed. We are now faced with criticism from the opposing group; and we are more convinced than ever that, taking into consideration all of the circumstances, the only policy for us to follow as a publicly owned company is to refrain from participating in any such program."

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A Study in Values

On July 12, 1958, the *Tablet* (Catholic weekly newspaper published at One Hanson Place, Brooklyn, New York) printed a letter-from-a-reader containing fascinating information about two news stories which appeared in a Philadelphia newspaper on successive days:

On June 21, 1958, the *Philadelphia Bulletin* had a story head-lined "Firm Makes U. N. Day a Paid Holiday." The story says that the McDonnell Aircraft Corporation in St. Louis

will start observing United Nations Day (October 24) as a paid holiday this year, with the hope that the idea will spread throughout the world."

On June 22, 1958, the Philadelphia *Bulletin* had a news story under the head-line: "Some Philadelphia Banks to Drop Flag Day As a Holiday."

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No Doubt I Did

Noticing how vigorously the United States Committee for the United Nations is operating on the national scene to promote public approval of the United Nations — and being impressed by the expensive-looking material the Committee mails out — I concluded that my readers might like some detailed information about this important tax-exempt organization.

On July 21, 1958, I wrote the following letter to the United States Committee for the United Nations, 816 21st Street, N. W., Washington, D. C.:

"Do you have literature — free, or for sale — which tells what your organization is, its history, budget, sponsors or members, affiliated groups, directors, and purposes?"

On August 8, 1958, Mr. Theodore Smith,

Executive Director of the Committee at 375 Park Avenue, New York, wrote me the following letter:

"I have your letter of July 21.

"On this letter you will find listed our Executive Committee, and on its reverse our member organizations and our Advisory Council. I assume you are sufficiently familiar with business and civic leaders to recognize such names as appear. I also assume you will notice that our member organizations include such groups as the National Association of Manufacturers, the Chamber of Commerce of the United States, the American Legion, Veterans of Foreign Wars, the National Council of Churches, the A. F. of L., C. I. O., and so on.

"I am thoroughly familiar with your position on international affairs, your bitter hostility to the United Nations, and your steady opposition to the idea and fact that our great country is part of the world and must live in and with it.

"No doubt you will be able to find some 'Communist infiltration' in the lists on this letter head, for your imagination never seems to lack vigor, even if the accuracy of your information does not keep pace.

"I should add that the National Chairman of the United States Committee is appointed by the President of the United States."

* * * * *

We've Been Asked

Many new subscribers have asked us about

If you do not keep a permanent file of *The Dan Smoot Report*, please mail this copy to a friend who is interested in sound government.

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copies of past issues. We do not have complete sets of past issues because some numbers are sold out. We do still have a few copies of the 1957 bound volume. This volume, well-bound in imitation leather and extensively indexed, contains all 52 issues of *The Dan Smoot Report* published in the calendar year 1957. It costs \$10.00.

Many subscribers, new and old, have asked, "What can I do to help?"

The source of our income is *sales* — mainly, sales of subscriptions and reprints. Without the advertising revenue that supports most publications, we need to make sales. Every person who buys a subscription to this *Report* is a valued customer. Everyone who goes further — who buys reprints and distributes them for the purpose of spreading the information we publish and for the purpose of enticing new subscribers — is considered an almost indispensable supporter of our work.

A few business firms have found it good employee-relations and good customer-relations to distribute copies of the *Dan Smoot Report* or to give subscriptions. A few others give subscriptions to libraries, teachers, students, judges, and governmental officials.

We welcome, and need, this kind of support.

Another pressing need: replenishment of the Congressional fund. In November, 1957, at the suggestion of several subscribers, we announced the establishment of a Congressional fund, to provide annual subscriptions to this *Report* for every United States Congressman and Senator. Subscribers had noticed that the *Report* was having an effect on the few Senators and Congressmen who received it regularly.

At our regular subscription price, it would take \$5310.00 a year to send the *Report* to the whole Congress. When we announced establishment of the fund, we entered subscriptions for all U. S. Congressmen and Senators, resolved to carry it ourselves, but hoping for enough help to keep the fund out of the red.

During the 11 months since November, 1957, we have received about \$4,000.00 for our Congressional fund.

This money has all been used on Congressional subscriptions which will expire next month. We will renew the subscriptions, but we badly need help.

WHO IS DAN SMOOT?

Dan Smoot was born in Missouri. Reared in Texas, he attended SMU in Dallas, taking BA and MA degrees from that university in 1938 and 1940.

In 1941, he joined the faculty at Harvard as a Teaching Fellow in English, doing graduate work for the degree of Doctor of Philosophy in the field of American Civilization.

In 1942, he took leave of absence from Harvard in order to join the FBI. At the close of the war, he stayed in the FBI, rather than return to Harvard.

He served as an FBI Agent in all parts of the nation, handling all kinds of assignments. But for three and a half years, he worked exclusively on communist investigations in the industrial midwest. For two years following that, he was on FBI headquarters staff in Washington, as an Administrative Assistant to J. Edgar Hoover.

After nine and a half years in the FBI, Smoot resigned to help start the Facts Forum movement in Dallas. As the radio and television commentator for Facts Forum, Smoot, for almost four years spoke to a national audience giving both sides of great controversial issues.

In July, 1955, he resigned and started his own independent program, in order to give only one side — the side that uses fundamental American principles as a yardstick for measuring all important issues.

If you believe that Dan Smoot is providing effective tools for those who want to think and talk and write on the side of freedom, you can help immensely by subscribing, and encouraging others to subscribe, to *The Dan Smoot Report*.

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